



TUESDAY, OCTOBER 14, 1879.

ADVERTISEMENTS
American Institute—Fifty-third Annual Exhibition
Beauty Theater—Louis the Eleventh
Dury's Theater—Drama
Eifa Avenue Theater—Barb-Rome
Grand Opera House—Guy Van Winkle
Hastor's Theater—Drama
Hawthorne's Comedy Theater
Lyceum—Aptenay, H. M., Parker
Archie's Comedy—Sketch
Empire Theater—Actress of the Day
Park Theater—Our American Cousin
Standard Theater—Theatricals and Pictures
Standard Theater—Theatricals and Pictures
Theater Comique—Emmett Ward Comedies
Union Square Theater—My Father
Wallack's Theater—Outing of Court.

ADVERTISEMENTS FOR THE WEEKLY SUN,
to-morrow morning, must be handed in thus
evening before six o'clock.

The Three Candidates.

It has been remarked of our three candidates for Governor that they all possess uncommon courage. And this is true. It may even be said that their courage differs less in degree than in quality.

Mr. CORNELL, the Republican candidate, is a courageous man. He showed himself brave enough two or three years ago to follow the example of the late Dr. HENRICKSON and defy the blockheads of the Union League Club—a compliment which some of them may perhaps now return by scratching his name from their ballot. On one important point Mr. CORNELL's courage degenerates into foolhardiness: he is in favor of Gen. GRANT for a third term. This is a blot which darkens and extinguishes all his good qualities, and which ought to prevent every patriot from voting for him.

LUCIUS ROBINSON is a man of unquestionable courage. He has often shown himself fearless in doing right against powerful and threatening opposition. Unfortunately, in a few instances, at the pety instigation of the contemptible EDWARD COOPER, he has shown himself not afraid to do wrong; yet, on the whole, with all his faults, we support him still.

JOHN KELLY has perhaps a greater degree of courage than either of the others: it is the courage of the bulldog in facing a locomotive. He entertains no particle of fear about leading his followers into the deepest ditch into which they are willing to fall him. He forcibly reminds us of a noted character who still lives in tradition in New England. This man used to frequent country taverns and divert the guests, for the sum of twenty-five cents, by putting his head against any wall that could be selected in the neighborhood. How far the rare species of courage qualifies a man for political leadership remains to be seen.

It is at all events worthy of remark that there is no coward among our three candidates.

Ohio To-Day.

All speculation about the election in Ohio will terminate to-day. But for the Presidential contest next year, little interest would be excited outside the State in the choice of a Governor, who, under the laws of Ohio, little more than an official figure-head. The importance of electing FOSTER over EWING or Ewing over FOSTER is that the success of FOSTER would give the Republicans a certain prestige for 1880, while the election of EWING would inspire the Democrats with a confidence which they do not possess.

Personally the result must considerably affect the political fortunes of Mr. SHERMAN and Mr. THURMAN, who represent the opposing interests. If FOSTER be beaten, SHERMAN's chance as an aspirant for the nomination of his party are ended. If EWING be beaten, THURMAN will have lost whatever chances he may be supposed to have had. Hence the extraordinary efforts put forth by these rival leaders during the last two months of a heated canvass, in which the people outside the cities and large towns have shown far less interest than either of the two desired.

The situation may be summed up in a few words. The Republicans express confidence, and the Democrats express a strong hope of victory; and at the close of the struggle, neither side is without grave anxiety. A month ago, the Republicans were boastful and buoyant. They claimed forty thousand majority, and would take nothing less. In the last ten days their bragging has diminished, and mismanagement is charged on the leaders, who wasted their strength in the hot days of August and September, and have been unable to keep up the pace with which they started out. Big meetings in Republican strongholds, and neglect of details, are alleged to be among the conspicuous blunders of the campaign.

Still, JOHN SHERMAN felt sure of twenty thousand for FOSTER over EWING on the eve of his departure for Ohio to sound the last rally of his troops. The Democratic managers have been modest in their pretensions. They rely mainly on two elements: the larger proportion of the thirty-eight thousand Greenback votes cast last year, and the attraction of the soldier vote to EWING and RICH, who both served gallantly in the war for the Union. The Republicans have had one great advantage over the Democrats in the amount of money they have been able to command by assessments on office-holders and contributions from pet banks, contractors, and Treasury favorites.

Both the parties claim that the aggregate vote will reach an high this year as in 1876, when the total was 663,356. In 1877 it was 554,329, and in 1878 it was 553,109. Supposing the increase to be about equally divided, the Greenbacks would hold the balance of power, and that unknown quantity is, after all, to be the decisive factor, about which all opinion must be wholly speculative, because the conditions have materially changed. Last year, when the Greenbacks mustered 263,229 strong, while the Prohibition candidate polled 2,662 votes, RICH, Republican, had 3,152 plurality over PATRICK DEMARSH, for Secretary of State, but he was nevertheless in a minority of 40,851 on the popular vote; and if the Greenback candidate, PIATT, is not largely deserted to-day, neither FOSTER nor EWING, if elected, will carry a clear majority of the votes cast.

The Retail Trade this Autumn.

The weather since the opening of October has been so unseasonable that it has tended to give many departments of retail trade a temporary setback, and some of the dealers are compelled to wait longer than usual for the starting of the heavy demand for autumn goods. The average temperature of Sunday was more than 12° higher than that of the same day last year, and yesterday the weather was warm and heavy.

Under such circumstances, the call for the stocks of fall fabrics, for which the merchants had prepared so extensively, cannot be immediately pressing. What is now needed to push retail trade into the remarkable

able activity which is sure to characterize this autumn, is the lowering of the thermometer; and for that we shall probably not have long to wait. The season opened more hopefully than any we have known since 1872, but this exceptional weather has unquestionably been unfortunate for the traders.

Yet the city is so full of strangers that they alone keep the shops well filled and the salesmen busy. More wholesale buyers are in town than at any time since the development of the system of selling goods through commercial travelers, and the reports are that they, like the retail purchasers, are not only laying heavily, but that they also are seeking goods of the best quality. There is a great improvement in the condition of the credit of country merchants, and sales for cash and on short time are also now numerous.

When we begin to get a taste of the cold winds from the northwest, as we may expect to do before many days are over, the dealers will rapidly dispose of the attractive goods now piled up on their counters, and the newspapers will be crowded with their advertisements. Now, when men are bringing summer clothing out again, and going about with wilted collars, they have little disposition to lay in supplies of fall and winter garments. But that there is more money in circulation than we have known for half a dozen years, and a greater willingness to buy when the articles are needed or desired, is the uniform testimony of merchants.

Since September came in, the tradesmen and dealers who have to do with the fitting and furnishing of houses have been especially active, and the season is for them the best they have had in ten years. They are crowded with work and with orders, and are able to command very remunerative prices. For the business of building has been going on rapidly in the northern part of the island, dwellings are quick to find tenants, apartments let readily, the hotels are crowded, and the demand for new supplies of household articles, and the call for the replenishing and repair of old ones, are exceptionally large and urgent this autumn. For the first time in many years hotels are colonizing their patrons in neighboring houses, and both the cheaper and the more expensive inns share in the prosperity.

The people of New York are likely to be better dressed and more comfortably and elegantly housed this year than they have been since the depression in trade drove them into wearing out their old garments, and to getting along with their well-used furniture.

Only Four This Time.

By a collision on Sunday between two express trains on the Baltimore and Ohio Railroad four persons were killed. This number is so much smaller than that of the killed on the Michigan Central a few days previously that the occurrence may be looked upon as comparatively unimportant. Still, four human lives are something to be earnestly sacrificed—something, especially to the possessors and their friends.

The swiftness with which this slaughter has followed after that on the Michigan Central is deserving of remark. We have observed at different times that after a long period of safety in railway travel, a series of slayings would occur as if they were epidemic. We suppose it is to be accounted for by the very fact that a season of immunity from such calamities begets carelessness and recklessness in the management of the roads throughout all the grades of their officers. Immediate and efficient attention to these matters on the part of railway officials may put a sudden and salutary check to the harvest of slaughter which seems just beginning.

The accounts say that both those express trains were behind time. Why was either of them behind time? This comes from a lazy, inefficient, incompetent, sleepy system of management. Public sentiment should be brought to a focus on this point, and the condemnation of roads that run their trains out of time should be loud and universal.

Our esteemed contemporary, the *New York Times*, makes the following suggestion:

"The law provided a summary process by which a trial must be had within a reasonable time, or else the accused, irrespective of innocence, were recovered; it might be possible to make railroad companies sue the public for severe discipline of their employees, and the use of all possible safeguards."

This is substantially the same recommendation which has been repeatedly made in these columns. Such a law would be evidently just and beneficent; but what chance is there of its enactment by a Legislature virtually owned by the rich railway corporations?

Delegating Judicial Authority.

A curious case of the delegation of judicial authority, according to a report in the *Times*, occurred in this city on Saturday evening.

A large amount of diamonds and of Bank of England notes had been stolen from a trunk of DR. NORMAN C. MACLEAN, who with his wife, arrived in this city a few days ago from England. Among the few passengers on the steamer was Capt. H. W. BELL. On what would seem to be slight and insufficient grounds of suspicion, Capt. BELL was taken into custody and requested to *prove his innocence*—an omis which the law does not put on accused persons in this country.

Capt. BELL was brought before Justice FLAMMER at the Jefferson Market Police Court. The *Times* report goes on to say:

"Justice FLAMMER suggested that the accused should be held in custody until the trial, but Mr. DENEW, his attorney, said that it would be better to let him go, as he had no right to be detained, and that the public prosecutor, having no sufficient evidence to sustain his charge, should release him in court this morning for examination. Capt. BELL consented to this arrangement as the best that could be made under the circumstances, and the detective left him with his wife."

The novelty of the proceeding consists in delegating to the detective the authority imposed by law only in the magistrate, to determine whether a prisoner shall be held or discharged. Such a precedent, it strikes us, could not be safely or legally followed.

This ought to be a season of contentment and happiness in New York politics, for all sides have the facts and figures to prove that they will carry the State. Each day furnishes a straw to show that the wind is blowing every way, and blowing victory to all parties. With success thus assured, milieus can afford to be generous—it should be an era of good feeling.

The remark of PIAH, the Ute chief, to GEN. McLEON, that "great warriors never work," but ought to be accompanied in luxury by others, may excite a smile, yet the view expressed by the uncivilized Indian seems to be shared by thousands of American citizens, who appear to think that GRANT, on the ground of his military record, has a perpetual claim to live in luxury and ease at the expense of the tax-payer. This is a natural fit to a great general, but it is not a natural fit to a statesman, who is to have a new creation in his life, and for whom the "best refuge of a scoundrel" was certainly the refuge of a man whose life was apparently

bright, and whose prospects were gloomy indeed. Unlike ASTORIAS WARD, GRANT has not even sacrificed his wife's relations in the cause of his country, but has given them all a chance to put their hands deep into the national pocket. Yet some men think that the country has not had enough of GRANT, and that the quadrant leather dealer and all his relatives, near and distant, must again be saddled upon the Treasury.

The third of the series of six-day walks, at Gilmore's, is now in progress, with such celebrities as Blower BROWN, Old Sport, the Lepre, the Big Swede, HARRIMAN of Haverhill, East Iron Groves, and the Animated. B, among the forty contestants. All over the continent, from San Francisco to New York, six-day walks or three-day walks have been known to attract a crowd, and are much enjoyed through the winter.

It was naturally predicted last spring that the pedestrian fever had exhausted itself by its own violence; it is more virulent than ever. Other athletic competitions—in swimming, racing, rowing, cricket, base ball, billiards, or rifle shooting—are content with a moderate share of public attention: a walk for the Astoria belt also attracts a walk that is ended, politics, murders, hangings, and jail escapes shrink into the background.

It is doubtful whether any fame, in these strange days, is so sudden and overwhelming as the six-day pedestrian's. A soldier wins laurels for herculean-like PAYNE's; but far off on the frontier he only dimly hears the cheers of cities. A politician finds many eyes and hands on him when he is nominated to be Governor or President, yet he was not wholly unknown before. But a walk of pedestrianism suffices to raise an utterly obscure pastry cook or peanut vendor to the pinnacle of celebrity; it suffices to turn an unstruved Thames waterman into a London capitalist, who cannot move without hearing "there he goes," and seeing people point him out. MURPHY, a stout boy, lately wheeling bricks for a living, finds himself now a man of wealth, the lion of the great city he had looked upon with awe, disdained on the newspaper by turns, reverently as "Mister," and familiarly as Nick, and besought by obsequious managers to exhibit himself and his art to the world. GRIMES, a stout boy, lately wheeling bricks for a living, finds himself now a man of wealth, the lion of the great city he had looked upon with awe, disdained on the newspaper by turns, reverently as "Mister," and familiarly as Nick, and besought by obsequious managers to exhibit himself and his art to the world.

The length of completed road, exclusive of sidings, now operated by the company is 720 miles.

The company owns the undivided half of and operates the St. Paul and Duluth Railroad from Thomson to Duluth, Minnesota, twenty-four miles long. It owns the controlling interest in and operates the completed road from Brainerd on its main line to Sauk Rapids, Minnesota, a distance of sixty and a half miles. It owns the perpetual right to use and operate the completed road from St. Paul, five and a half miles long, and a half mile long.

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THE NORTHERN PACIFIC RAILROAD.

BISMARCK, Oct. 9.—The Northern Pacific Railroad enterprise was paralyzed by the bankruptcy of Jay Cooke & Co., its financial agents, on the 18th of September, 1873. The company's floating debt on that day was four and a half millions of dollars. Its mortgage bond issue was thirty-one and a half millions. The suspension of interest on these bonds looked to be durable. Their price fell in the open market by rapid tumbles from par to 10. The popular enterprise to build a second transcontinental railway on the shortest, the northern route, was felt to be irrecoverably bankrupt. The Northern Pacific, six-day walk or three-day walk, was in a state of insolvency.

The gathering of the week under the safeguard of a receivership, and the reorganization of the company in 1875, are well-known history. To-day the condition and prospects of the Northern Pacific Railroad are as follows:

Of its chartered line there are completed and in daily operation 135 miles on the Pacific side of the continent, and 424 miles in Minnesota and Dakota; in all, 569 miles.

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annum as the net earnings of each year may suffice to pay, and before any dividends shall be paid on the common stock. When and during the time the net earnings shall suffice to pay eight per cent. on both the preferred and common, the surplus is to be divided on both alike according to the number of shares issued of each. "Net earnings" are defined to be such earnings of the said railroad as shall remain after paying all expenses of operating the said railroad and carrying on its business, including all taxes and assessments and payments on account of imbecilities and the *first mortgage bonds*, the expenses of repairing or replacing the said railroad, its appurtenances, or other property, so that the railroad shall be in high condition, and of providing such additional equipment as the said company shall deem necessary for the business of said railroad."

The public have a reasonable assurance that in the Northern Pacific there are to be no inside rights to rob stockholders of any part of the road's earnings. The directors, in July last, passed resolutions that from and after Jan. 1, 1880, the company shall itself do all excess business on its lines; and that all sleeping and parlor cars regularly run over the roads operated by the company shall be owned or controlled by it; and that no special or otherwise freight line or lines shall be permitted or operated on any portion of its road. At present it is an open question whether the company shall erect and own all the grain elevators and storehouses on its line. Honest care has also been taken of the coal deposits on the company's land grant in Washington Territory. The supply of first-class bituminous coal for all the Pacific coast is to come from those exceedingly rich fields. By resolutions of the Board of Directors they have been made safe from rings, inside and outside, and are to be administered wholly in the interest of the stockholders.

The time fixed in the charter of the company, as amended, for the completion of the Northern Pacific road, is July 4, 1879. That day has passed. But it is only after the company has been in default for one year from that date that Congress can interfere, and, in the language of the charter, do "any and all acts which may be needed for the speedy completion of the said road," nor for its stoppage, nor for its destruction, nor for its condemnation, but for its completion. It is, however, the settled law of the United States that Congress does interfere by amending the charter.

On the west side of the Red River in Dakota

thirty miles of a spur road have been put under contract, from Casselton on the main line northward through the company's land grant. The ultimate extension of this spur will be a connection with a Canadian road to the southward, from the Columbia River to the Pacific Ocean.

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